

Silver Spring Green Trail -- No. 509975

Category
Agency
Planning Area
Relocation Impact

Transportation
Public Works & Transportation
Silver Spring
None.

Date Last Modified
Previous PDF Page Number
Required Adequate Public Facility

May 12, 2003
11-62 (03 App)
NO

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY02	Remain FY02	Total 6 Years	FY03	FY04	FY05	FY06	FY07	FY08	Beyond 6 Years
Planning, Design and Supervision	1,500	315	0	1,185	41	650	365	129	0	0	0
Land	140	0	0	140	0	140	0	0	0	0	0
Site Improvements and Utilities	862	0	0	862	0	0	413	449	0	0	0
Construction	3,557	0	0	3,557	0	0	1,287	2,270	0	0	0
Other	1	1	0	0	0	0	0	0	0	0	0
Total	6,060	316	0	5,744	41	790	2,065	2,848	0	0	0

FUNDING SCHEDULE (\$000)

Enhancement	2,873	0	0	2,873	0	713	1,343	817	0	0	0
G.O. Bonds	2,884	93	0	2,791	0	38	722	2,031	0	0	0
Current Revenue:											
General	264	223	0	41	41	0	0	0	0	0	0
Intergovernmental	39	0	0	39	0	39	0	0	0	0	0
State Aid	0	0	0	0	0	0	0	0	0	0	0

ANNUAL OPERATING BUDGET IMPACT (\$000)

DESCRIPTION

The project provides for the design, property acquisition, and construction of a 4,500 linear foot urban green trail through the Silver Spring Central Business District (CBD), along the northern side of Wayne Avenue from Fenton Street to the Sligo Creek Hiker-Biker Trail. The proposed trail includes an 8-foot wide bituminous bike path, an adjacent 5-foot wide concrete sidewalk, lighting, and landscaping. The trail will provide access to the Silver Spring Transit Station, via the Metropolitan Branch Trail, and the future Capital Crescent Trail. Between Dale Drive and Cedar Lane, the number of travel lanes on Wayne Avenue will be reduced from four to three and the center lane will be reversible, with parking permitted only on the southern side of Wayne Avenue.

Service Area

Silver Spring.

JUSTIFICATION

This project creates an important regional link through Silver Spring to the Park trail system, including the Sligo Creek Hiker-Biker Trail, the future Capital Crescent Trail, and the Metropolitan Branch Trail. All trails will converge at Silver Spring, connecting the Metro Station, the Transit Station, and the CBD to the system of parks and trails as portrayed in the Silver Spring Master Plan.

Plans and Studies

Facility Planning Study Phase I has been completed.

Specific Data

The purpose of this hiker-biker trail is to provide a connection between the Silver Spring Business District and its existing and planned transit options and the Sligo Creek Hiker/Biker Trail.

Cost Change

Not applicable.

STATUS

Preliminary Design Stage. The project schedule is adjusted to conform with current project implementation expectations.

OTHER

The scope has remained the same. The intergovernmental revenue shown in the funding schedule reflects WSSC's share of utility relocation costs. Project implementation is contingent upon receipt of enhancement funds from MSHA in FY04. Application will be submitted to MSHA in FY03.

FISCAL NOTE

The FY01 State Access 2000 grant provided \$387,000 for this project. In a letter in September 2001, The State withdrew the funds.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY99	(\$000)
Initial Cost Estimate		265
First Cost Estimate		
Current Scope	FY99	6,060
Last FY's Cost Estimate		6,060
Present Cost Estimate		6,060
Appropriation Request	FY04	402
Supplemental		
Appropriation Request	FY03	0
Transfer		0
Cumulative Appropriation		745
Expenditures/		
Encumbrances		347
Unencumbered Balance		398
Partial Closeout Thru	FY01	0
New Partial Closeout	FY02	0
Total Partial Closeout		0

COORDINATION

M-NCPPC

Maryland State Highway Administration
Washington Metropolitan Transit Authority
Utility Companies
Silver Spring Chamber of Commerce
Silver Spring Transportation Management District
Maryland Mass Transit Administration

The Executive asserts that this project conforms to the requirements of relevant local plans, as required by the Maryland Economic Growth, Resource Protection and Planning Act.

MAP

See Map on Next Page

